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COMPHIBGRUTHREEINST 3500.4D
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MAR 09 2000

COMPHIBGRU THREE INSTRUCTION 3500.4D

Subj: SUPPORT OF EMBARKED NAVAL BEACH GROUP (NAVBEACHGRU)
DETACHMENTS

Ref: (a) U.S. Navy Regulations, 1990
(b) ATP 1, Vol. I
(c) NWP 22-3
(d) NWP 10-1-10
(e) NWP 22-1
(f) OPNAVINST 3100.6F
(g) OPNAVINST 3120.32C
(h) CINCPACFLTINST 5440.3H
(i) COMNAVSURFPACINST 3340.3
(j) COMNAVSURFPACINST 4400.1
(k) NSTM Chapter 9120
(l) Joint Publication 3-02
(m) BMUONEINST 3500.1A
(n) ACUONEINST 3120.5B
(o) ACUONEINST 3120.4C
(p) SEAOPS VOL. I-V

Encl: (1) Tactical Control and Reporting Responsibilities of
NAVBEACHGRU assets and detachments
(2) Responsibilities of NAVBEACHGRU ONE Detachment OINC
to Host Ship/ARG Commander
(3) General Information and Support Requirements to be
furnished by Host Ship to Embarked NAVBEACHGRU ONE
Detachments

1. Purpose. Revise and update guidance to NAVBEACHGRU ONE detachments and host ships when detachments are embarked or otherwise working with COMPHIBGRU THREE ships. Significant changes to this instruction include: a new enclosure delineating reporting responsibilities, deletion of reference to boat havens and inclusion of current LCAC embarkation requirements. Revisions and additions are denoted in the left and right margins.

2. Cancellation. COMPHIBGRUTHREEINST 3500.4C

MAR 09 2000

3. Action

a. Prior to embarkations, parent commands will liaise with designated host ships to discuss berthing, stowage requirements for detachment support packages, logistic support, and date and procedures for loadout. Any matters which cannot be resolved will be referred to the parent ISIC. In all cases, arrangements will conform to the guidance contained in the references and this instruction. Conflicting guidance will be brought to the attention of COMPHIBGRU THREE for resolution.

b. Individual unit detachment will report operationally to their host ship Commanding Officer and administratively to the NAVBEACHGRU ONE Amphibious Ready Group Representative (ARG Rep). Naval Beach Group detachments are responsible to the operational commander in matters of safe operating practices and procedures as promulgated by the parent command or by higher authority. When operational necessity requires a departure from these procedures, it shall be done with the knowledge and concurrence of the operational commander. Operational Commanders and COMNAVBEACHGRU ONE will ensure that host ship commanding officers and individual detachment OINC's are thoroughly briefed and cognizant of their responsibilities as outlined in enclosures (1) through (3).


c. For WESTPAC deployments, the following additional actions will be accomplished:

- R) (1) Approximately 270 days prior to deployment, COMNAVBEACHGRU ONE will advise the deploying PHIBRON Commander who his COMNAVBEACHGRU ONE ARG Rep will be.
- R) (2) The COMNAVBEACHGRU ARG Rep will deploy with the departing PHIBRON. Upon departure for WESTPAC, he will be assigned TAD to the PHIBRON staff, normally reporting directly to the Chief Staff Officer. The COMNAVBEACHGRU ONE ARG Rep will advise CATF in all areas pertaining to Naval Beach Group operations and logistics, liaise with each deployed NAVBEACHGRU detachment, interface with COMNAVBEACHGRU ONE as required and perform any additional duties that CATF may direct.
- R) (3) A minimum of 60 days prior to deployment the PHIBRON Commander shall arrange a pre-deployment conference, which will

MAR 09 2001

be attended by both PHIBRON and NAVBEACHGRU ONE Operations Officers, COMNAVBEACHGRU ARG Rep and individual detachment OINC's for coordination and to enhance deployment preparations.

(4) COMNAVBEACHGRU ONE will invite the deploying PHIBRON Commander and his Commanding Officers to participate in a pre-deployment inspection of deploying craft and teams 60-90 days prior to deployment.


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MAR 09 2000

Tactical Control and Reporting Responsibilities
of COMNAVBEACHGRU ONE assets and detachments

1. Policy. COMNAVBEACHGRU ONE (CNBG-1) assets will report for duty to the Officer in Tactical Command (OTC) or the senior Commanding Officer present on arrival in the vicinity of an assigned mission. In each case, the OTC or senior Commanding Officer present will assume tactical control and retain tactical control until the mission is complete and CNBG-1 assets are detached.

2. Responsibilities. The following is intended to clarify responsibilities and command relationships between CNBG-1 assets/detachments and their operational chain of command/host ships.

(R)

a. ARG Operations: CATF will designate a Primary Control Officer (PCO) and Primary Control Ship (PCS). PCO is in charge of all boating (displacement and air cushion) in the amphibious objective area (AOA) or, in the absence of an AOA, in the vicinity of amphibious shipping as well as in vicinity of the Control Officer (LCO) and LCAC Control Ship (LCS). LCO works for PCO, and is delegated authority over all LCAC movement. PCS and LCS may be the same ship, if CATF so designates.

b. Independent Operations: When ships are operating independently of an ARG, the senior Commanding Officer fulfills the role of CATF. If there is only one ship present, that ship's CO acts as CATF, PCO and LCO (as required).

c. Beach Party team or Beachmaster detachment established ashore: When this occurs, PCO/LCO retains control of the craft up to the point when control is passed to the Beachmasters. This occurs when the craftmaster is directed to shift radio control nets from ship (Boat "Alpha") to Beachmasters (Boat "Bravo"). For a silent landing, this occurs when positive visual communications have been established with the Beachmasters. Craft remain under Beachmaster control until they have been dispatched from the beach, and have been cleared by the Beachmasters to shift control back to PCO or LCO respectively.

Encl (1)

MAR 09 2000

d. In every case, craft launching from a welldeck or making preparations to enter a welldeck are subject to a formal turnover of responsibility from direct control by welldeck ship to control by PCO/LCO when launching, and back again when recovering in the well. This shift of responsibility takes place when the craft shifts radio nets as part of the launch/recovery process, or when checking out/in visually for silent operations.

3. Reporting responsibility. The ship controlling the craft is the reporting unit in the event of an incident. Since the Beach Party team/Beachmaster detachment does not have long-haul nor record communications, PCO/LCO will assume reporting responsibility for all incidents, other than those related to welldeck operations aboard another ship. Incidents involving launch from or recovery in a welldeck is the responsibility of the Commanding Officer of that ship. All initial reports will be made to CATF, who will then direct the reporting unit regarding requirements for reports to higher authority. At a minimum these will include: Operational chain of command, COMPHIBGRU THREE, COMNAVBEACHGRU ONE, and the appropriate assault craft unit. For single ship operations in which there is no CATF designated, the senior Commanding Officer present (not the parent ACU) assumes reporting responsibility for all events/incidents involving landing craft.

MAR 09 2000

Responsibilities of NAVBEACHGRU ONE Amphibious Ready
Group Representative to Host Ship/ARG Commander

1. Administration

a. Ensure strict compliance with the host ship, regulations. Refer appropriate disciplinary matters ship's Commanding Officer for disposition.

b. Act as department head in administrative matters for all individual detachment OINC's. Ensure that individual detachment OINC's conduct daily quarters and accurately and timely promulgate information concerning detachment personnel.

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c. Conduct required reviews of detachment personnel records with the host ship's administrative personnel.

d. Submit appropriate award recommendations, enlisted evaluation feeder reports, concurrent fitness reports and other administrative matters as required by directive of the parent command or higher authority to the host ship Commanding Officer.

e. Direct appropriate communications to administrative superiors in consultation with the PHIBRON Chief Staff Officer and/or Commander.

f. Ensure immediate notification of the host ship Commanding Officer concerning potential emergency leave cases.

g. Supervise and schedule training for detachment personnel including ship's underway watches. Radiomen, Signalmen, Quartermasters, and Hospital Corpsman should be integrated into the ship's "Watch, Quarter and Station Bill". However, no watches should be assigned in periods immediately prior to, during or directly after amphibious operations. Boatswain's Mates, Operations Specialists and Seamen should also be given the opportunity to stand ship control watches (Bridge, CIC), for training, as long as it does not conflict with detachment duties and watchstanding. 48 hours before and after an operation will be used as the standard, adjusted to meet specific circumstances, for determining when detachment personnel are required in their primary detachment duties. Consideration should also be given to the much more demanding maintenance and preparation requirements inherent in LCAC operations when

Encl (2)

MAR 09 2000

scheduling watches/training for LCAC detachment personnel. Watches for LCAC personnel should therefore be assigned on a case by case basis. The LCAC detachment will provide two food service attendants for every 25 personnel embarked.

h. Make ship-to-shore visits as often as necessary to ensure he is completely informed as to the conduct of operations and maintenance and the status of NAVBEACHGRU ONE personnel and assets.

2. Personnel Logistics

a. Ensure proper maintenance and cleanliness of assigned spaces through conduct of regular inspections.

b. Participate in host ship's personnel, messing and berthing, material and zone inspections.

c. Where possible, LCU crews shall be berthed and subsisted aboard their craft while in the well depending on the host ship's ability to provide hotel services.

3. Operations and Security

a. Participate in all operational planning and keep informed of all pertinent operational matters.

R) b. Submit SORTS, CASREP and injury/accident reports for the detachment in compliance with established instructions. SORTS report shall be transmitted by the ship using the deployed detachment's PLA and UIC. Detachment CASREP's will be transmitted using the ship's PLA and become part of the ship's CASREP reporting and accounting system. COMNAVBEACHGRU ONE and the detachment's parent command should be information addresses on all message traffic concerning embarked detachments.

R) c. Oversee the operations of each individual detachment.

R) d. Ensure that individual detachment OINC's provide supervision of the loading/offloading of embarked equipment.

R) e. Ensure that individual detachment OINC's provide for security of equipment embarked in landing craft by:

MAR 09 2000

(1) Ensuring proper griping, lashing, and/or stowage in accordance with NSTM Chapter 9120, COMNAVSURFPACINST 3340.3, or LCAC SEAOPS Manual (Vol. III).

(2) Assign adequate security watches both in port and underway.

4. Maintenance and Repair

a. Supervise the maintenance and repair of detachment equipment.

b. Request and coordinate required repair assistance from the host ship.

c. Submit work requests for outside work to the host ship's repair officer for inclusion in the ship's work packages. It is especially important that work requests contain sufficient information and are submitted in timely manner. The parent command's UIC will be used for repair of detachment equipment.

d. Ensure prompt and accurate maintenance reporting.

5. Upon completion of the Final Evaluation Period (FEP) for NAVBEACHGRU ONE deploying DETs, the ARG Rep will ensure that each DET submits a SORTS report chopping OPCON to the PHIBRON. After the DET has chopped to the PHIBRON Commander, the DET will be a dedicated asset but may continue to be utilized by NAVBEACHGRU ONE to support other training commitments when not being utilized by the PHIBRON. The detachment parent command will continue to ensure that appropriate briefs are held prior to each underway evolution. When utilizing DET assets for non-PHIBRON purposes after chop, NAVBEACHGRU ONE assumes responsibility for craft/DET operations.

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MAR 09 2000

General Information and Support Furnished
By Host Ships to Embarked NAVBEACHGRU ONE Detachments

1. Administration

a. Personnel records, including service, pay, medical and dental records will be integrated with those of the host ship. NAVBEACHGRU ONE embarked detachments with the exception of ACU FIVE who embarks with a rated Yeoman, do not have rated personnel for service record maintenance and must rely entirely on the host ship for this support. Detachment records should be reviewed periodically with the OINC in order to ensure completeness and currency.

b. Detachment personnel should be integrated into the host ship's personnel programs, such as career counseling and reenlistment interview schedules.

c. Upon embarkation/debarkation of detachments, host ships will ensure proper reporting/detaching endorsements are made to detachment orders in accordance with the PAYPERSMAN.

d. Enlistment extensions should be coordinated with the parent command before being executed, especially if PRD's are affected. This is necessary to ensure personnel management responsibilities of the parent command are supported. Similar coordination should be made in the case of reenlistments or other similar personnel actions including Enlisted Personnel Action Request (NAVPERS 1306/7) which should be referred to the parent command for endorsement.

e. Host ships should assume custody of enlisted advancement examinations ordered by the detachment OINC. The detachment OINC is available to assist in the administration and disposition of examinations.

f. The Commanding Officer of the host ship should forward feeder reports to the parent command for preparation of enlisted evaluations in accordance with current instructions. Feeder reports must be received by the parent command at least 45 days prior to the end of the reporting period to ensure inclusion in the report. Completed reports will be forwarded to the host command for the member's signature. When a reporting period will not come due during the deployment, a feeder report

Encl (3)

MAR 09 2000

covering the deployment period should be forwarded to the parent command as soon as possible following deployment.

A) g. NAVBEACHGRU ONE officers shall provide end-of-deployment fitness report inputs to the appropriate reporting authority. In the case of the NAVBEACHGRU ONE ARG Rep, the PHIBRON Commander shall submit an operational commander fitness report. Host ship Commanding Officers shall submit operational commander fitness reports for detachment OINC's deployed aboard their ship.

h. Embarked personnel should be incorporated into the ship's PQS and other training programs including General Damage Control, 3M, applicable in-rate training and ESWS/EAWS.

i. The Commanding Officer of the host ship will, per references (a) and (g), act as disciplinary authority for embarked NAVBEACHGRU ONE personnel.

2. Mail Routing

a. Commander, Joint Military Postal Agency Pacific requires that both official and personal mail addressed to a detachment be sent to the detachment's designation; not the designation of the ship in which it is embarked. As mobile units, all NAVBEACHGRU ONE detachments are assigned the zip code 96601. The ship's name or zip code will not appear in the address of mail sent to detachment personnel. Ships, when originating mail routing messages to Commander, Joint Military Postal Agency Pacific are to include routing for embarked detachments. Parent commands of embarked units should forward mail routing messages to the Joint Military Postal Agency Pacific vice the host ship. Detachments should notify their parent command of return dates in order to facilitate final mail routing messages.

b. An example of the address of an individual in an embarked

(ServiceMember's Name and Rate)
ACU ONE Assault Element 1, Det x
FPO AP 96601

3. TAD funding

a. All NAVBEACHGRU ONE personnel in deployed detachments will be issued no cost TAD orders. When a decision is made to

MAR 09 2000

temporarily base NAVBEACHGRU ONE personnel ashore, other than routine assignments in Sasebo, Japan, or to expend TAD funds for other reasons, the ship to which such personnel are assigned will initiate a request to the PHIBRON Commander who will in turn screen the requirement and, if approved, forward it to the parent command with information copies to COMNAVSURFPAC, COMPHIBGRU ONE, COMPHIBGRU THREE, and COMNAVBEACHGRU ONE. All requests for per diem, travel and miscellaneous expenses must be fully justified to include estimated additional time ashore and the amount of increased funds required for each pertinent set of TAD orders. Modification to the estimated funding will be issued by the parent command and sent by message directly to the ship to which the personnel are attached.

NOTE: As a matter of policy stationing personnel ashore is discouraged except for operational necessity.

4. Personnel Logistics

a. The host ship will ensure that adequate messing and berthing facilities are provided. Detachment E-6 and below should be berthed together, preferably in the same compartment.

b. When operations require an LCU to remain away from the host ship for a period greater than 24 hours, the LCU should carry sufficient fresh, frozen and dry provisions for a five-day period to allow for contingencies.

c. Provisions for hot meals or box lunches are required for LCAC, LCM-8, Beach Party Teams and causeway ferry crews and causeway teams when they are operating away from the host ship.

d. Provisions including food, water and fuel for five days are required from ARG resources when BMU ONE or PHIBCB ONE detachments are operating ashore. If the operation ashore is expected to exceed five days, replenishments of supplies must be provided.

e. LCM crews, Beach Party Teams and causeway team manning is such that they cannot provide reliefs for their personnel during extended operation. Arrangements should be made to work LCM-8 and causeway teams in shifts, thus permitting crews an opportunity for rest, meals, and change of clothing.

MAR 09 2000

f. Embarked NAVBEACHGRU ONE detachments are entitled to barber and laundry services and use of ship's store and welfare and recreation facilities on a basis equal to those provided to ship's company.

g. Embarked detachment personnel should be integrated into the host ship's abandon ship, general quarters and other emergency bills. During general quarters, it is assumed that the assault craft crews will be assigned to their respective craft and that BMU/PHIBCB ONE personnel will be assigned to stations commensurate with their training and experience.

R) h. The normal working uniform for NAVBEACHGRU ONE detachments while on deployment will be woodland or desert cammies as appropriate (khaki is optional for E7 and above). LCAC crews will wear flight suits during craft operations.

5. Operations

a. Message traffic for NAVBEACHGRU ONE detachments, which do not have plain language addresses (PLAD) will use the PLAD of the host ship. NAVBEACHGRU ONE detachments have no separate CMS allowance and must rely on the ship. CMS requirements are promulgated by COMNAVBEACHGRU ONE prior to deployment.

b. The LCM-8 has no chart or publication allowance. These must be provided by the host ship as required.

c. Wet well ships will be equipped with marriage blocks and dunnage for stern gate marriages. It should be noted that stern gate marriages are hazardous to landing craft and personnel even under mild weather conditions. Ballasting to embark craft should be employed despite possible inconveniences. The use of stern gate marriages for an LCU is limited by sea state to calm or inner harbor evolutions.

d. Relief crews are normally not available for LCAC, LCU or LCM-8 craft. To minimize crew fatigue and reduce safety violations, the following craft cycle times have been extracted from the references and are included here for convenience:

(1) LCAC: The maximum safe operating period for an LCAC crew under optimum conditions is 12 hours. The period commences with craft auxiliary power unit (APU) starts and ends with the completion of post mission craft requirements. For planning

MAR 09 2000

purposes, APU's are normally started 30 minutes before the craft exits the well. If operations commence in morning darkness, operations must end at dusk even if the 12-hour limit has not been exceeded. For night operations, the maximum safe operating period is 8 hours. Following each operating period, 8 hours of rest are required. Thereafter, a cycle of 8 hours of operations and 8 hours of rest, will be followed. It is expected that on stand-down for crew rest periods, rest will commence upon completion of post operations checks/wash downs and will be enforced to ensure readiness for the next operating period.

NOTE: Maximum safe operating times (Crew Day) are based on optimum conditions. As conditions deteriorate Crew Day is reduced. The formula for computing Crew Day is in SEAOPS Vol.

(2) LCU: 16 hours on followed by 8 hours off.

(3) LCM-8: 12 hours on followed by 12 hours off.

6. Weapons

a. NAVBEACHGRU ONE detachments deploy with a limited number of small arms, machine guns and ammunition (for LCU and LCAC crews and Beach Party Teams). Adequate secure storage is the responsibility of the host ship.

b. LCAC, LCU, BPT, and PHIBCB detachments will occasionally require ammunition replenishment from the host ship.

c. LCM-8's do not have an individual weapons allowance. Weapons, cradle and ammunition must be provided by the host ship in accordance with TYCOM directives. Each LCM-8 has provisions for two .50 caliber machine guns, with two-.50 caliber tripod stand permanently mounted on the craft. LCM-8 manning is such that gun crews must be provided by the host ship.

d. COMNAVBEACHGRU ONE Amphibious Ready Group Representative (ARG REP) will ensure the timely submission of ammunition requests to support the forthcoming deployment.

7. Maintenance, Repair, and Logistics

a. General procedures for support of embarked detachment equipment:

MAR 09 2000

(1) Host ships are responsible for furnishing embarked detachments with equipment repair parts (excluding LCAC parts) and consumable support when the material provided by the parent command is depleted (e.g., ACU-1 provides COSAL support to LCU's; PHIBCB ONE provides mount-out box support for construction equipment; BMU ONE provides pack up kit support for LARC's and ACU-5 LCAC detachments have a Pack Up Kit (PUK)). It is imperative that detachments provide host ships with historic usage data so SNAP data bases can be updated as early in the pre-deployment cycle as possible. When requisitioning material for such support, the host ship's OPTAR shall be charged. Include costs on monthly "B" summaries charging the UIC of the parent command of the embarked unit, and crediting ship's UIC. Costs of "hotel services" are to be funded from ship's OPTAR and are not to be "B" summarized back to the parent command. Host ship's OPTAR will not automatically be credited on the basis of the "B" summary, but it may be used as the basis for an augment request should the need arise.

(2) Host ships are not authorized to submit requisitions, which will result in a charge to the OPTAR of the parent command.

(3) The following issue sequence is to be followed by detachment personnel and/or host ships as appropriate (excluding LCAC):

(a) Issue parts/consumables from material provided by the parent command.

(b) Issue item from host ship's stocks.

(c) Screen ships in company for urgently required parts. (Ship making transfer will bear replenishment cost and "B" summarize rather than receive "J" coded requisition).

(d) Submit requisition to supply system charging host ship's OPTAR. Include cost on "B" summary as previously discussed.

b. Unique Support Procedures

(1) Three CONEX boxes (per BPT) with identical spare parts packages will be forwarded deployed to supply replacement parts for most high usage LARC V and construction equipment

MAR 09 2000

items. Inventory lists are contained within each CONEX box. NORS/ANORS requirements for unique or non-standard parts not provided in the CONEX box should be submitted by the host ship via message to the parent command as appropriate giving complete identifying data, quantity required, and priority. Routine stock replenishment/DTO will be effected via submission of NAVSUP Form 1250 by the detachment to the appropriate parent command. The parent command will screen its assets and either provide or requisition from the supply status as appropriate. The ship will be informed of supply status commensurate with the priority of the requirement.

(2) LCU's are occasionally left in port while the host ship is conducting operations. One method of providing supply support to the LCU under such circumstances is for the host ship to assign a block of requisition numbers, which can be utilized by the LCU. The host ship can be kept informed, via message, of requisition numbers used and OPTAR obligations.

(3) Amphibious tactical support units detached from the host ship is Sasebo, Japan will draw required support from COMNAVSURFGRU WESTPAC who will complete "B" summaries charging the parent command's UIC.

c. LCAC Support

(1) On deployments with LCAC embarked, special consideration must be given to the uniqueness of the craft. Each detachment consists of an OINC and AOINC (generally both are lieutenants), a five-man crew for each craft, a thirty-man maintenance group, a storekeeper and a yeoman. Three 8x8x20 160 cu. ft. specially configured MILVAN's will accompany the detachment to provide Pack Up Kit (PUK) stowage and shop space when embarked on other than a LSD 41 class ship.

Pack Up Kit Breakdown

Craft	PUK size in CUBIC FEET	Ship Class
6 craft detachment	5134.47	LSD 41
6 craft detachment	6868.47	other than LSD 41 class
5 craft detachment	4939.27	LSD 41
5 craft detachment	6673.27	other than LSD 41 class

MAR 09 2000

4 craft detachment	4739.52	LSD41
4 craft detachment	6473.52	other than LSD 41 class
3 craft detachment	4322.74	LSD 41
3 craft detachment	6056.74	other than LSD 41 class

NOTES:

* One Pack Up Kit MILVAN = 160 sq. ft/1929 cubic feet.

* If LCAC's are required to operate in a cold weather environment (32 degrees or below), cold weather kits will be required to accompany the craft. Cold weather kits are contained in specially configured 8x8x20 160 sq. ft MILVAN's. One cold weather kit is capable of outfitting three LCAC's.

* If the ARG elects to deploy with the Personnel Transport Module (PTM), this will add an additional 8x8x20 160 sq. ft specially configured MILVAN storage container to the LCAC PUK.

(2) Fresh water washdowns are critical after each operation and will require about 2000 gallons per craft.

(3) Power requirements are 208v/3-phase/440Hz for the craft and 440v/3-phase /60Hz for MILVAN's.

(4) LCAC detachments are designed to be self supporting except for consumables. When repair parts are expended from PUK, message requests for replenishment will be submitted by the supply any "not-carried" items. Additionally, detachment supply petty officers are provided with a series of requisition numbers to use when authorized by the OINC/AOINC to requisition repair parts from the supply system when necessary. This procedure is by the host ship. Host ships should assist LCAC detachment supply petty officers in the expeditious return of DLR items to the parent command. The LCAC detachment will be responsible for all preventive and corrective maintenance of embarked craft. Within the limits of their capability, AIMD's of air capable ships in company and ship's organic assets will provide support as necessary to maintain readiness levels.

(5) Except for LCAC detachments that are self-sufficient, electronic equipment maintenance support is to be provided by the host ships, as the detachments have no organic

MAR 09 2000

capability in this area. Detachment electronic equipment is subject to exposure and should be afforded attention on a par with the ship's equipment.

d. Host ships should incorporate embarked detachment work requests into their upkeep work packages using the parent command's UIC.

e. Embarked LCU will be provided electrical power. This permits servicing of the LCU generators, reduces noise and carbon monoxide levels in the well deck, saves fuel and allows operation of the LCU installed electrical equipment. Power requirement is 440v/3-phase/60Hz (40kw) via the standard shore power plug.

f. Lube oil and other lubricants will be requisitioned from the host ship's Supply Department. LCM-8's require an oil change each 100 hours of operation consuming 56 gallons of oil each change. Estimating 15 hours of operation per week over an operational period of 90 days, 112 gallons of oil would be required for each LCM-8. An additional 115 gallons of oil per craft is a valid planning figure for a 90 day period with allowance for such variables as OPTEMPO, engine change outs and real world contingencies. The host ship is required to provide lube oil spectroanalysis when requested in order to determine the condition of engine oil. Favorable analysis may reduce the need to change the oil every 100 hours.

g. Fuel provided by host ships to embarked landing craft and vehicles is to be charged to the ship's fuel open operating budget per COMNAVSURFPACINST 4400.1 (series).

h. Host ships should include embarked landing craft in their PMS inspection and spot check program in areas of both mainery and damage control. LARC V's and rolling stock fall under the NAVFAC Equipment Maintenance System (EMS).

i. The host ship should provide adequate secure stowage for field (782) gear of embarked personnel.

j. The host ship should have sufficient special cold weather clothing for embarked personnel to issue two sets per man. This will permit adequate drying time after exposure.

COMPHIBGRUTHREEINST 3500.4D

MAR 09 2000

ACB-1, BMU-1 and LCU personnel deploy with all required cold weather organizational clothing.

k. Host ships should assign a minimum of one Hospital Corpsman to the AABFS OIC during operations.